Neora would get established bye passing Patna. The return of this investment was assessed as 16%. Considering this, the two sections were also approved as material modifications.

Railway's finances have been kept under a separate footing in view of Railways being a fast dynamic setup as a national carrier of goods and passengers. Railways have been given financial independence to discharge its developmental functions and. keeping this in view, a separate Railway Budget is presented. Power for enlargement of scope of sanctioned work has also been vested in the Ministry and this does not require clearance from Planning Commission. In this case also, the material modifications have been approved by the competent authority after following due procedure. The revised cost of the project has been reflected in the budget documents as per the practice being followed.

Rail mishaps in Bihar

2206. SHRI RAJEEV SHU.KLA:
SHRI RAJKUMAR DHOOT:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of passengers killed and injured due to derailment of Patna-New Delhi Magadh Vikramshila Express near Buxar on 1st June, 2003;

(b) the number of rail mishaps during the last two years and details of those in Bihar; and

(c) steps being taken to ensure safe and secure train journeys in mishap-prone aeas, especially in Bihar?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA):(a) One passenger lost his life and 19 others sustained injuries, including 12 grievously injured in the derailment of 2391 up Magadh-Vikramshila Express running from Patna to New Delhi on 01.06.2003 between Baruna and Buxar stations of Patna-Mughalsarai Section of Danapur Division of East Central Railway.

(b) There were 414 consequential train accidents during the year 2001-2002 and 351* during the year 2002-2003 on Indian Railways. Figures of accidents are maintained Zone-wise and not State-wise.

However the figures of accidents on Eastern, East Central, North Eastern, Northeast Frontier & South Eastern Railways which serve the State of Bihar during the last two years are as under:-

	2001-2002	2002-2003*
Collisions	15	9
Derailments	145	108
Manned level Crossings	4	7
Unmanned level Crossings	25	22
Fire	2	4
Miscellaneous	1	3
TOTAL	192	153

(*Figures are Provisional)

(c) Following steps have been taken to ensure safety and secure train journey in mishap-prone are of Bihar:—

(i) Development of anti-theft fitting and fastening.

(ii) Elimination of fish-plated joints by welding of rails.

(iii) Patrolling of track in the sections identified as sabotage-prone specifically on important bridges, deep-cuttings, tunnels and their approaches.

(iv) Burring fish-bolts on vulnerable sections.

(v) Speed restrictions on vulnerable sections.

(vi) Piloting of Rajdhani Express and other Superfast trains.

State Government has also been asked to share information with Railways to prevent attempts to sabotage.

Wagons for transportation of grains

2207. SHRI MURLI DEORA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Chief Minister of Rajasthan has been requesting for